

THE CHINOOK ADVANCE

Vol. 19

Chinook, Alberta, Thursday, January 3rd, 1935

No. 38

Mens work sox	35-45
Childrens wool hose size 6 regular	75 45c
Mens caps from	85c
Boys caps from	60c
Apples per box	1.75
Plum Jam	.39c
3 Cornflakes .23c	3 lbs Tea \$1.33
44 oz wood Sodas	.35c
3 tins Tomatoes	.37c

Acadia Produce Company

COAL & WOOD

Drumheller Drumheller
Lump Stove Nut
At \$5.50 Also At \$3.90
Sheerness
Jim Aitken

World Wheat Champions

Twenty times in twenty-four years, Canada has won the world wheat crown at the Chicago International Hay and Grain show, the champion for the current year being John B. Allison, of Wembley, Alberta, who gained this high honor at the present 35 annual International Exposition with Reward wheat weighing 60.8 lbs. per bushel.

World wheat champions since 1911 are as follows:-

1911 Seager Wheeler Saskatchewan
1912 Henry Holmes Alberta
1913 Paul Gerlach Saskatchewan
1914 Seager Wheeler Saskatchewan
1915 Seager Wheeler Saskatchewan
1916 Seager Wheeler Saskatchewan
1917 Sam Lurcombe Manitoba
1918 Seager Wheeler Saskatchewan
1919 J. C. Mitchell Saskatchewan
1921 G. W. Kraft Montana
1922 R. O. Wyler Saskatchewan
1923 Major H. G. L. Strange Alberta
1924 J. C. Mitchell Saskatchewan
1925 L. P. Yates Montana
1926 Herman Treile Alberta
1927 C. Edson Smith Montana
1928 C. Edson Smith Montana
1929 Joseph B. Smith Alberta
1930 Herman Treile Alberta
1931 Herman Treile Alberta
1932 Herman Treile Alberta
1933 Fredand Wilford Alberta
1934 John B. Allison Alberta
*Won at World Grain Exhibition and Conference, July 1933.

IMPORTANCE OF DAIRY PRODUCTS

Modern science is responsible for the addition of ten years to the average span of life, and foremost in that creditable accomplishment may be placed the knowledge of the nutritional value of foods. In other words, to live long one must understand the close relationship of well-balanced meals to bodily health. In this dairy products, such as milk, cheese, butter and ice cream play an important part. Milk is known as the food for which there is no substitute. Its body building materials are of the highest quality; its fat is easily digested; it is the best source of lime (calcium) and contains a liberal amount of phosphorus—the two minerals so necessary for the development of bones and teeth. Like milk, cheese—of which much has been said during the past few weeks particularly during the recent National Cheese week—is an economical, healthful food. Its high food value is supported by the fact that a pound and a quarter of cheese contains fully as much protein (body building material), calcium, and phosphorus as a gallon of whole milk. Butter is also highly nutritive, containing vitamins which place it first among the fats, and if those nutritive qualities of butter were as much appreciated as its flavour, there would be still a greater consumption of butter in Canadian homes. Cream, from which butter is made, and ice cream are likewise very important, not only for their palatability but for their contribution to health.

Meet Your Friends

At
The

Chinook Hotel

Fully Licensed
Gus Cook, Prop.

--- Odd Jobs ---

Here and there are small jobs of repairing. We are prepared to do them as well as larger ones.

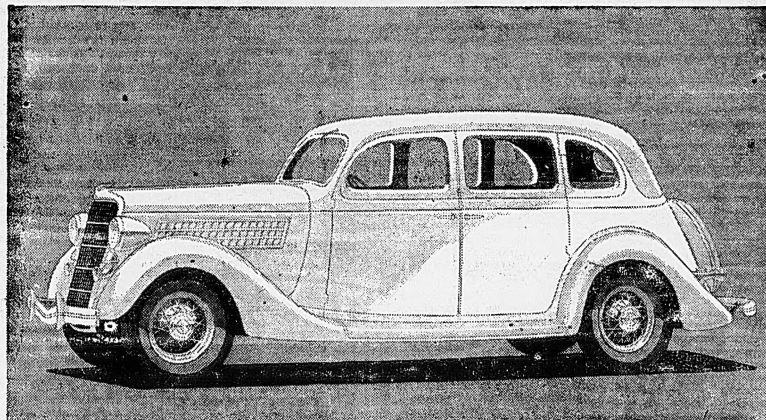
Skates Sharpened .20c
Curling Rocks Ground \$2.00

Bring in your radio tubes, we check them free of charge.

COOLEY BROS.

"Repair Specialists."
Phone 10 Chinook, Alberta

FORD V-8 FOR 1935



The New Ford V-8 for 1935 is the biggest and roomiest Ford car ever built. It is a strikingly handsome car, with modern lines and new, luxurious appointments.

But most important of all it is especially designed to give you smooth, easy riding over all kinds of roads—"a front-seat ride for back-seat riders."

This ease of riding is achieved by the use of three basic principles never before combined in a low-price car.

1. Correct distribution of car weight by moving engine and body forward eight and a half inches.

2. New location of seats by which the rear seat is moved forward, toward the centre of the car away from the rear axle and away from the bumps.

3. New spring suspension which permits the use of longer, more flexible springs and increases the springbase to 123 inches.

A New Ford V-8 That Brings New Beauty,
New Safety, and a New Kind of Riding
Comfort Within Reach of Millions of People

The result is Centre-Poise—which not only gives you a new riding comfort but adds to the stability of the car and its ease of handling. You can take curves from seven to eight miles faster with perfect safety.

There are many new features in the Ford V-8 for 1935 which make the car still easier to drive. New brakes give more power for stopping quickly with far less foot pressure on the pedal. A new type of easy-pressure clutch employs centrifugal force to increase efficiency at higher speeds. New steering mechanism makes the car still easier to handle.

The New Ford V-8 for 1935 retains the V-8 engine which has demonstrated its

dependability and economy in the service of over a million owners. There are refinements, but no change in basic design. You buy premium performance when you buy this Ford V-8—full 90 horsepower and 85 m.p.h. on hour.

We invite you to see this New Ford V-8 at the showrooms of Ford dealers. You will want to ride in it—to drive it yourself. You will find it a new experience in motoring.

Ford V-8 Prices Are Low

11 BODY TYPES—Coupe (5 windows), \$645; Tudor Sedan, \$665; Fordor Sedan, \$750; DE LUXE—Roadster (with rumble seat), \$715; Coupe (3 windows), \$720; Phaeton, \$725; Tudor Sedan, \$730; Cabriolet (with rumble seat), \$815; Fordor Sedan, \$810. TOURING SEDANS, with built-in trunk—Tudor Touring Sedan, \$780; Fordor Touring Sedan, \$830.

(F. O. B. East Windsor, Ontario. Bumpers, spare tire and luxury extra. Small down payment. Convenient terms.)

BE SURE TO SEE THE NEW FORD V-8 1½-TON AND 2-TON HEAVY-DUTY TRUCKS . . . AND THE NEW COMMERCIAL CARS

SEA GRAVEYARDS OF THE WORLD

They Hold The Secrets of Forgotten Ships

Cape Town

On the beaches of Kerguelen, in the South Indian Ocean midway between the Cape and Australia, sealing and whaling crews have found the wreckage of years piled high. Some of it is obviously timber and dock cargoes washed overboard in gales; but much is beyond doubt, the bones of forgotten ships. Kerguelen was visited during the search for the Danish training ship *Kobekshavn*, which disappeared several years ago, but it was impossible at the time to make a thorough investigation of this graveyard.

There are remote places in the world so little explored that they may provide solutions to old mysteries of the sea. The discovery made in a lonely creek in Tierra del Fuego by the British cruiser *Glasgow* is an example. During the World War the *Glasgow* was searching for the German cruiser *Dresden* near this peninsula, when she found the wreck of a Nova Scotian wooden bark reported missing fifty years before. The skeletons of the crew were lying on the bark's rotting decks.

More remarkable still was the solution, after nearly forty years, of the disappearance of two French exploring frigates, *Bousselle* and *Astrolabe* in the Pacific Ocean. La Perouse, the commander of the expedition, and 222 men, left Botany Bay, Australia, in 1788 and were not heard of again, in spite of many searches, until a British ship in 1827 discovered a silver plate, a part of a ship's stern and other relics on the then little known island of Vanikoro. La Perouse and nearly all his men had been either drowned or massacred by savages.

Other lonely islands have thrown light on mysterious sea disasters. A French transport became a total loss on Tromelin Island, a mere sandpit partly covered with bush and trees far from the Indian Ocean fishing tracks. Twenty years went by. Then the master of a passing vessel sent a boat ashore. Two wretched colored women were found. All the rest, he said, these women had lived alone on a diet consisting mainly of shellfish.

The steamer *Walkato* in 1889 was given up for lost. Her engines had broken down when she was well to the south of Cape Agulhas, bound for New Zealand, and for three and a half months she drifted in an east-south-easterly direction. By chance the steamship *Asolom* found her and towed her to port.

Derelicts have drifted right across the Atlantic; some have made a circuit and returned almost to the positions where they were abandoned. In the days of sail many of these dead ships menaced the North Atlantic trade routes; even today the pilot charts record them.

There is no telling how long may be the career of a wooden ship without a crew. The whaler *Jennie* of Portland Me., reported as missing, is said to have remained afloat for thirty-seven years in the last century. Skeletons and the log book told of mutiny and the starvation of the survivors.

The wooden schooner *Wyer* G. Berg, loaded with mahoagony was abandoned in a "sinking condition" off Cape Hatteras. Two years later she was still afloat. Her movements having made a maze on the chart. This ghost of the ocean must have drifted at least 3,000 miles before she vanished.

Provision depots are maintained on many remote islands, and scores of castaways have made use of them. The New Zealand government has gone a step further by placing guardians on several remote islands to the southward where shipwrecks have often occurred.—New York Times.

The death of gulls in Manitoba reported to have been due to bait used in this year's grasshopper campaign was investigated by the Dominion Entomological Branch, but no evidence was found of the gulls having died of poisoning.

Cuban baking methods require the use of a flour with a high content of fine quality gluten. Flour milled from Canadian wheat satisfies the requirement and consequently 70 per cent of the imports are flour made from Canadian wheat.

The One Family Spirit

Listening, in the early hours of Christmas morning, to the Empire-wide broadcast, which was climaxed by King George's personally voiced message to all his subjects everywhere, one could not fail to be again impressed with the marvel of radio, and to realize how it has shattered the handicap of distance, and made the most remote portions of the globe the near neighbors of equally remote parts thousands of miles away. The greatest natural barriers of oceans, ranges of mountains, whole continents, tropic heat and arctic cold, all are surmounted in a split second of time.

In a space of less than five minutes Christmas bells were heard ringing in Canada, India, New Zealand and England, to be followed by the voices of hardy fishermen on the Atlantic coast of Canada and the island of Tasmania, of lumbermen in the northern wilds of Quebec, of tea planters in Ceylon and wheat growers in other parts of the Empire, of Indian soldiers on guard in the Khyber Pass, or a guard on the great bridge at Sydney, New South Wales, while intermingled came cheers from 10,000 throats at a hockey match in Toronto, the clamor of 8,000 natives in the heart of Africa, the shrill cries of excitement of a children's skating party in Winnipeg, or the sweet voices of a choir somewhere in rural England.

Not from populous centres alone, but from isolated spots where men and women of Britain and of the British Dominions and colonies are daily "carrying on" their many and various tasks, came Christmas greetings, the one to the other, and a brief glimpse of how each and all are keeping alive and observing the spirit and traditions of Christmas. It was an interesting and inspiring hour.

But it is to the personal message of His Majesty to which attention may well be directed in these early days of the new year of 1935. Referring to the fact that Christmas day, with its hallowed memories, is the festival of a family, the King, with that vision and practical statesmanship which has characterized him throughout his reign of almost a quarter of a century, said: "I would like to think that you who are listening to me now, in whatever part of the world you may be, and all the peoples of this realm and empire, are bound to me and to one another, by the spirit of one great family." And then His Majesty added these significant words: "My desire and hope is that the same spirit may become ever stronger in its hold and wider in its range. The world is still restless and troubled. The clouds are lifting but we have still our own anxieties to meet. I am convinced that if we meet them in the spirit of one family we shall overcome them, for then private and party interests will be controlled by care for the whole community."

All Christendom hails Christmas as their own, their most sacred day. On this one day at least all men and women realize in greater or less degree that they are all members of one great family. They may live in different climes, speak different languages, even worship at different altars, with varying forms of religious observance, but as members of one great human family they observe the world's greatest festival in commemoration of the most momentous event in the history of the world.

And King George, with unerring insight, sees and tells the whole world of mankind that if they will but face their anxieties and their difficulties, not as people of alien races and differing nationalities, but as members of one family, and in the spirit which the family relationship brings, then they can and will overcome all difficulties no matter what they may be.

It is the spirit of the one family that alone will ultimately usher in that peace on earth, goodwill toward men which is the very essence of the spirit of Christmas. It is the spirit of the one family which will solve our financial and economic and social problems and troubles, because the family spirit is inseparable with personal selfishness, private greed, and corporation, community or national oppression.

May the spirit of the one family be the impelling motive directing the lives, not only of the peoples of the British Commonwealth of Nations, but of all nations, to a far greater extent than ever before during this new year of grace.

Barley Prices High

End Of Prohibition In United States Results In Demand For This Grain

End of prohibition in the United States has brought a measure of prosperity to some Manitoba farmers and to many in northern areas of Saskatchewan and Alberta, and resulted in a demand for barley previously almost unknown in the grain trade. Barley to-day is worth more than Canada's finest wheat.

Two years ago barley was cheaper than fuel. The picture has changed. Barley prices have risen and farmers are relying upon it more than upon wheat to pull them out of the depression. Thirsty Americans have created a demand for barley and Canada in the five months of the current crop season has exported more than in the entire crop year of 1932-33.

On December 22, 1932, the best feed barley, 3 C.W., brought only 13 cents per bushel, net, to the farmer, based on an average freight rate of 10 cents per bushel.

Feed barley sold at the end of the year at 41½ cents a bushel and the malted variety at 61 cents. The price of No. 1 northern wheat, second only to No. 1 hard wheat in quality, was 58½ cents, based on the average freight rate of wheat of 13.2 cents per bushel.

Cattle sales at stockyards during the present year are 15 per cent. in excess of sales during 1933, and says the Livestock Market Report, the surplus reflects the large number of cattle on farms which have been due to increase in production and accumulation from the previous year.

The grand championship carload of sheep at the Chicago exhibition shown by Mr. C. J. Brodie of Stouffville, Ont., was sold at \$18.50 per cwt. the highest price since 1930.

FROM GIRL TO WOMAN

Mrs. N. Vary of 47 Burton St., Woodstock, Ont., said: "When I was growing into womanhood I suffered terribly with my periods. I would have to stay in bed for several days. All this misery was cured after taking Dr. Pierce's Female-Weakness-Remedy."

All druggists. New size, tablets 50 cts., liquid \$1.00. Large size, \$2.00. Write Dr. Pierce's Clinic, Buffalo, N.Y., for free medical advice.

W. N. U. 2079

Trans-Canada Air Derby

Race In Spring From Halifax To Vancouver Suggested

An international air race across Canada with a real pot of gold at the rainbow's end for the winner is proposed by William Templeton, manager of the Vancouver air port.

With a view to drawing attention to the future of aviation in Canada and stimulating interest in a trans-Canada air mail service, Templeton proposed the air derby across the Dominion with the prize a pot brimming with the precious yellow metal mined from the gold fields of British Columbia. A pot of silver would wait the airman finishing second.

The flyer would start from Halifax and follow the route already mapped out for a trans-Canada air mail service. Over the populous industrial and farm districts of Eastern Canada and the rolling wheat fields of the prairies, the airman would wing their way to the foothills of the Rockies. Then they would fly over the towering snow-capped peaks and yawning chasms below, to Vancouver, Canada's gateway to the Pacific and the terminus of the race.

Qualified flyers of proven ability would be eligible to compete in the race, thus making it an international classic and possibly attracting some of the greatest names in aviation on the continent.

Aero clubs and aviation men throughout Canada have been canvassed on the proposal, Templeton said, and have enthusiastically agreed it would provide a great impetus to aviation in Canada.

Definite action on the project is expected next spring, the Vancouver air port official concluded. The size of the pot of gold and pot of silver would be matters for discussion.

Silver Dollars For Canada

Will Be Minted To Commemorate King's Accession To Throne

Canada's first silver dollar will be minted and circulated as a commemorative token of the 25th anniversary of King George's accession to the throne on May 6, 1935. It will be called the "George Dollar" and will bear a likeness of His Majesty. The extent of its popularity will determine the amount of currency to be issued in this form but it is understood the first minting will run to at least 100,000.

Only slightly larger in circumference than the 50-cent piece the new coin will be thicker, and in the opinion of the experts who designed it, fully acceptable from the point of view of convenience of handling, as the smaller coin.

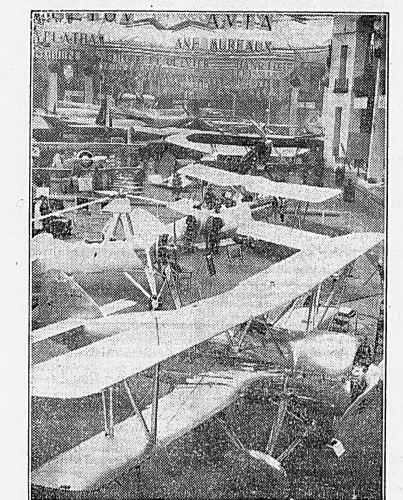
The "George Dollar" will be circulated during the silver jubilee proceedings in London.

She: "Did the doctor do anything to hasten your recovery?" He: "Yes, he told me he would charge \$3 for every treatment."

The pursuit of happiness should never be undertaken in a pair of tight shoes.

There are 500 species of animals in India.

BRITISH MAKERS OCCUPY LARGE AREA AT AVIATION SHOW



This picture shows a general view of one corner of the Aviation Show at the Grand Palais, Paris, which was opened recently by President Lebrun. In the foreground can be seen some of the British exhibits, the closest of which is an "A.W. Scimitar 35 Siddeley Panther".

Powerful Lighthouses

World's Largest Guard Approaches To San Francisco And Hawaii

Uncle Sam now has the most powerful of all lighthouses located on the Pacific, guarding the approaches to Hawaii and San Francisco.

Harold D. King, deputy commissioner of lighthouses, who lately returned from an inspection of the Hawaiian Territory district, described the tremendous new Makapuu Point light. This station houses the largest marine beacon lens in the world. It is on the Oahu coast, 16 miles east of Honolulu.

This hyper-radiant type is 13 feet tall and has an internal diameter of nine feet. It is composed of 1,140 prisms of hand-cut glass, highly polished, and cost the government a small fortune. It is the only one of its kind among the entire 7,600 lights maintained for navigators by the U.S.

Makapuu gives a vast flood of illumination, but is not so piercing as some other United States beacons. It now serves navigators of the big trans-Pacific liners, the Pacific battle fleet of the navy, and coastwise craft in Hawaiian waters, and also operates a radio beacon for aeroplanes. It will be an important factor in the new transoceanic commercial flying services which will link the United States mainland with Hawaii Territory and the far east for passengers, mail and express in 1935.

It was demonstrated to Mr. King that a vessel approaching Hawaii by day or night may now obtain a bearing on the Makapuu radio power.

More powerful, however, is the latest type of modern light which stabs the horizon line with a flashing signal of 1,700,000 candlepower, and by comparison with the Kilaupea Point beacon on Kauai can establish both accurate direction and distance. The latter is one of the strongest lights in the Pacific, of 1,200,000 candlepower from Cape Kumukahi, on the Island of Hawaii, the eastern extremity of the territory. This is the second in intensity in the entire lighthouse service, the greatest beacon being the Farallones light off San Francisco, the reflection of which is visible 65 miles at sea, although actually visible only 21 miles because of the earth's curvature.

Essay On Australia

Free Trip To Commonwealth For High School Pupils

L. R. Macgregor, Australian trade commissioner to Canada, announced that E. W. Beatty, president of the Canadian Pacific Railway, had consented to act as chairman of a central committee to decide which Canadian high school pupil writes the best essay on Australia and gets a free trip to the Commonwealth.

The committee consists of one woman, Miss Evelyn MacDonald, of the Canadian Teachers' Federation. Other members are: J. W. Dufco, editor of the Winnipeg Free Press; George Pelletier, managing director of Le Devoir, Montreal; Georges Bouchard, professor at Laval University, Montreal; Gilbert Jackson, professor of political economy at the University of Toronto; A. S. Noad, assistant professor of English at McGill University, Montreal.

Millions now enjoy this NEW FREEDOM FROM COLDS



for FEWER Colds

At the first warning sneeze or nasal irritation, quick—apply Vicks Vapo-Rub—just a few drops up each nostril. Its timely use helps to prevent many colds—and to throw off colds in their early stages.

These twin aids for fewer and shorter colds give you the basic medication of Vicks Plan for Better Control of Colds—clinically tested by physicians and proved in everyday home use by millions. (Full details of this unique Plan in each Vicks package)

for SHORTER Colds

If a cold has already developed, use Vicks Vapo-Rub, the mother's standby in treating colds. Just rubbed on at bedtime, Vapo-Rub works through the night by stimulation and inhalation to help end a cold. No "dozing."

VICKS PLAN FOR BETTER CONTROL OF COLDS

WHAT DOES YOUR HANDWRITING REVEAL?

By LAWRENCE HUBBERT

(Grapho-Analyst)

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(Editor's Note: These human interest problems, with which this well-known author is dealing, are similar to those that trouble so many of our readers. Can this Handwriting Expert help you? A friendly word, some cheerful advice, will often help you to bear your troubles easier. See the author's invitation following this article.)

"Sally," which is a non-deme-deploring covering the identity of a young lady living in the West, writes as follows: "My problem is, I suppose, similar to that of many girls in business today. I happen to be fairly good-looking, and my boss, who is, by the way, a married man of 38 years of age, keeps asking me to go out with him. Now I am not particularly staid, I enjoy good times, and am fond of getting around, and, to be quite frank, I am not worried over much about the moral angle in this case. Because I happen to know that my boss does not get along with his wife. What kind of a man is my boss? Does his writing tell you whether he is honourable and do you think he is the type of man with whom I can go out occasionally, without any serious results? My own age is 23."

This is a rather different angle to this age-old problem. Generally, the layman would lay it down as an axiom that a single girl should not go out with a married man—and it is still very true that a girl lays her life open to unhappiness by encouraging the attentions of a married man.

However, I do not intend to place any stress on this feature in this case. The man's writing is so informative as to his mentality and mental analysis that it is sufficient to warn my correspondent.

The writing of this man reveals an overwhelming impression of his own importance in the scheme of things, and, to be quite frank, he thinks the sun rises and sets on himself. His writing is very plain in this respect.

And there is another feature of it which would be enough to warn any girl to leave him alone. He is quite open to being trusted for the moment. Naturally shrewd in business, he is something of a hypocrite, and his deep-seatedness sticks out like a milepost.

Leave him alone, "Sally." He can do you no good, and I don't believe that his intentions are straightforward. Probably, if you were to know the real truth of his relations with his wife, you would find that he is the one to blame. In any case, discourage his attention. Give him no encouragement. After a while he will get tired of constant rejections, and turn his attention elsewhere.

Mr. T.—Writes: "I am 17 years of age, and my parents are very keen on my going to college. I have always had an idea that I should like to be a doctor, and my parents are offering me the opportunity to study medicine. But I now feel that I would like to be earning money, and a friend of mine has an opening for me in an office, at quite a fair salary. What would you advise?"

There can be no hesitancy here, my friend. You would be very unwise to give up your earlier ambitions regarding becoming a doctor, for the very temporary importance and self-satisfaction that money would give in other job. You would be sorry for it in years to come. In this case, I can confirm your parents' advice. Go to college.

What is the story behind your handwriting? Do you want to know the real truth about yourself—and your friends? The author will tell you the unvarnished truth. Send specimens of the writing you want analyzed, stating birthdate in each case. Enclose 10c coin for each specimen, and enclose with 3c stamped addressed envelope to: Lawrence Hubbert, care of Winnipeg, Newsworld, Union, 175 McDermott Ave., Winnipeg, Man. Letters are confidential and replies will be mailed as quickly as possible, but please allow at least two weeks for your reply.

Of the five thousand women and girls reported missing in London annually, ninety-five per cent. turn up sooner or later.

Not Altogether New

Chinese System Practised Centuries Ago Resembles "New Deal"

How old is President Roosevelt's New Deal? Or any other present-day scheme of economics, including matters of relief, farm administration and control of production? Marco Polo, who travelled across the desert to China nearly 700 years ago and became the friend and aide of the Grand Khan, seems to have found systems in operation which bear striking resemblances to the economics of 1934. Here are some of them culled from the Everyman edition of "The Travels of Marco Polo":

"Paper currency is circulated in every part of the Grand Khan's dominions; nor does any person at any time at the peril of his life refuse to accept it in payment."

"It may certainly be affirmed that the Grand Khan has a more extensive command of treasure than any other sovereign in the universe."

"The Grand Khan distributes large quantities of grain to his subjects. He provides in like manner for their clothing."

"Not a day passes in which there are not distributed 20,000 vessels of rice, millet and pincus. By reason of this admirable and astonishing liberality which the Grand Khan exercises toward the poor, the people all adore him as a divinity."

"In the case of death, he furnishes them from his granaries with so much corn as is necessary for their subsistence as well as for the sowing of the seed. He also refrains from exacting the usual tribute."

"In like manner if there is a mortality of cattle in any district he makes good the loss to the sufferers. Moreover, he does not demand the tenth of the increase for three years."

"So great indeed is the quantity that if every individual be permitted to search for them, their value would become trifling. Hence fishery is prohibited to all who do not obtain a license."

"No person dare work the silver, gold or ruby mines under pain of death, unless he obtains his majesty's license. These articles cannot be exported without his permission, for he thinks his credit is connected with them and hence he wishes to maintain their high price."

In this respect there does not seem to be anything new under the sun.—St. Thomas Times-Journal.

Relic Of Past Ages

Interesting Discovery Of Inter-Glacial Period In Saskatchewan

Many thousands of years ago, a beaver or some similar animal cut down a small tree at Candiac, east of Regina. A piece of the wood with the tooth marks still distinct was found in the clay 18 feet below the surface when a well was dug on the farm of John Malach, and has been sent to the department of geology at the University of Saskatchewan.

Professor F. H. Edmunds said that the material was either deposited shortly after the glacial period or in an inter-glacial period. It was an indication that the beaver or some similar animal inhabited the prairies many thousands of years ago. The tooth marks are about one-eighth of an inch broad.

Surgeon—"You seem to have a lump on your chest that I will have to get rid of."

Client—"That should be easy for you, doc. It's my pocketbook."

The creatures in the Bronx zoo require 124 different kinds of food from all parts of the world.

Your mistakes may contribute to the wisdom of others.

AT 62—IN BED WITH RHEUMATISM

At 65—Working Again

Why worry about rheumatism? This old fellow had it almost as bad as it could be. But he just found the right remedy, stuck to it, and now he's working again—at 65 years of age.

Let him tell you all about it:—"For two years and a half," he writes, "I have suffered from rheumatism. For eighteen months I could not turn over in bed, nor help myself in any way. My legs and feet were swollen, and I could not sleep or get any rest until I started taking Kruschen Salts. After taking one bottle, I went about on two canes. I kept on taking it, as I found the pains were leaving me. I have taken six bottles, and now I have started work again. I am 65 years of age, and everybody that knows me says I am a wonder to get on, after what I was."—J. B.

Do you realize what causes rheumatism? Nothing but sharp-edged uric acid crystals which form as the result of sluggish eliminating organs. Kruschen Salts can always be counted upon to clear these painful crystals from the system.

THE TENDERFOOT

By

GEORGE B. RODNEY

Author of "The Coronado Trail," "The Canyon Trail," Etc.

CHAPTER VII.—Continued

"Aye, I struck a regular Easter gremlin. The whole damned ranch was layin' for me! I reckon this time that man, Dustin, isn't under any false impressions where we stand. Who's this?"

The slatted door to the barroom was nearly torn from its hinges as Hoskins, the telegraph operator, flung into the bar.

"I'm lookin' for one Duro Stone," he shouted. "Oh! Here you are! I got an answer to your telegram, Stone. That wire you sent to Gerald Keene. I'll send a copy to you later. This man Keene wired a answer. He says: 'he'll be with you the tenth of next month.'"

"Fine! . . ." Stone elbowed a man aside and headed for the street and the crowd stacked back from him. The man who could best Sam Dustin, Corse and the pay roll of the Broken Spur was not to be held back. With Dustin and Corse his avowed enemies, he was a marked man in Seco. With Frank Crewe at his side he snatched his pony from the tie-rack, they swung into saddle and headed down the street.

Once on the open trail, Crewe demanded and got an explanation. As Stone told him the details the old manager's face stiffened and grew serious.

"There's a lot behind this that you don't see," he said. "I'm glad this man Keene is comin'."

Neither of them knew that that message flung abroad in the bar of the Silver Dollar set fire to Dustin. The moment he realized what Hoskins had said he whistled Corse aside and started for the door.

"We'll get back to the Broken Spur as quick as we can," he said. "I've got business to attend to."

He had.

CHAPTER VIII.

The word of that telegram galvanized Sam Dustin into instant life. Once back at the ranch-house at the Broken Spur he hustled Spike Goddard into the office for conference.

"We've got to change our plans a bit," he said. "While I was in the Silver Dollar that man Stone from the Hour-glass came in with Crewe, their foreman. Corse was with me."

"Corse? That damned fool. . . ." Spike burst into a great laugh. "Do you know what happened to Corse and Gray? A whole lot more than you know of must have taken place. Old man Kane saw the two, Gray an Corse at work on Red Water. Well . . . the other day . . ." And Spike proceeded to give a garbled account that he had got from the negro driver on the wagon. He had not seen a great deal but he had seen the two men lashing each other with the mesquite sticks and the sight set him to talking . . . after he came back to the Broken Spur.

Dustin stopped him with a pale face.

"It was bad enough havin' old man Kane see what Corse and Corse were doin'," he said. "Now you tell me that this man Stone from the Hour-glass saw it too. . . ."

"That was some time after Kane saw 'em," said Spike as though that made a difference.

"You damned fool! You know Gray

and Corse have got orders to keep as far away from the ranch as they can and to gather in all the cattle they could find. You know we gave them the wagon so they could keep far out and not implicate us. Looks to me like you've lost your mind, Spike. Hell bells, man!"

"You didn't see me right," said Spike. "Listen to this. . . ." And between glances of laughter Spike told Dustin anew what had taken place that day on the open range. To his astonishment Dustin did not laugh.

"Don't you think it's funny?" demanded Spike.

"It's almost as funny as an earache. You poor fool! Can't I make it clear to you? Don't you see that Stone knows now as much about the crooked work on the cattle as Kane did? Do you happen to know what happens to men caught with the goods for rustlin'? Good God! Can't you see a thing like this? If Carr finds out what Stone, his hired man, and old Dad Kane knows, he can haul us all into court. If he does that, their evidence will. . . ." He shivered a little at thought of what that evidence could do. "You'll look good dancin' at the loose end of a rope."

At last Spike Goddard "saw." He stood wordless, licking his lips as he always did when perplexed.

"Well. . ." he said finally. "I expect maybe you're right. Mostly you are. . . . What'll we do then. . . ."

"We'll have to fire Corse and Gray and let 'em move right on, and that'll take some money. They've got to see that if they talk we'll tell all we know. For the rest. . . we'll do exactly what I planned. We'll have old Dad Kane show us that location and then he'll have to disappear."

For just a moment, even while he talked, Sam Dustin knew cold fear.

Every dollar that he owned in the world was invested in his fortunes at the Broken Spur. Common sense told him to sell what he owned at any cost and leave at once if he wished to save his skin. . . . He dared not face a hazard of new fortunes with empty hands. A week ago all looked well. They were gathering in cattle from every little crooked canon too distant for the few men of the Hour-glass to range. A week ago his future held a very different outlook. No. . . . This damned man Stone's appearance had put a spoke in his wheel. Spike must have sensed his thoughts.

"How about this man Stone?" he demanded.

"Leave Corse and Gray to tend to him," said Dustin grimly. "Our big game is what Kane found. Once we get that, we own the Hour-glass. Once we own the Hour-glass. . . ."

He licked his lips at the thought of how easily Edith would come to him to save her father. "Listen, Spike. . . . To-night Hoskins, the telegraph man, came in to the Silver Dollar. You know Gerald Keene owns half the Hour-glass. He's comin' here. Hoskins ran into the Silver Dollar and told Stone that he had a wire from Gerald Keene. He'll be down here on the tenth. . . . That gives us just seventeen days. . . ."

"Do do what?"

"Good God! Haven't I been telling you? Joe Carr owns half the Hour-glass. This man Gerald Keene owns the other half. If Keene dies, old Carr owns the whole ranch. I've got notes from Carr. . . . I bought them from men he borrowed money from in Seco and he gave his share of the Hour-glass as security. Don't you see now? If Gerald Keene dies, old Carr passes on the whole ranch to pay for his notes. . . . See now?"

"I. . . I'm beginnin' to," said Spike dazedly. "We'd get the whole of the Hour-glass and the gold mine that old man Kane found. . . ."

"And I'll get Edith," said Dustin quietly. "I'll get Edith. She'll be damned glad to marry me to keep her old man out o' the poor-house. See?"

"By God," said Spike admiringly. "If I didn't know you as well, Sam, I'd say you was crooked!" Then he snickered. "If there was one thing of which Spike Goddard was sure, it was that no power under Heaven could induce pretty Edith Carr to have any dealings with his partner. But it was hard to keep from laughing at thought of it—Sam was so damned sure of himself where women were concerned."

"I bet you two drinks she turns you down on any account," he said. "Shucks, man! What do you want to buy a roan heifer like her for?"

"You fool," said Dustin. "Haven't you ever broken a horse that fought you? It didn't make any special difference about that horse. There was fifty better in the remuda but you wanted to break that one because it fought you. You just made up your mind you'd break that horse to hand or bust. Know that feelin'?"

Spike nodded soberly. He knew

exactly that feeling. Dustin went on.

"You send Peyotl Gregg in to me," he said. "I need him in this."

In ten minutes Peyotl Gregg shambled into the room. Peyotl was a fixture at the Broken Spur just as a bear used to be a fixture at the Court of Charles of Burgundy or a fool at feudal boards. He was a huge bulk of a man, making up in thews what he lacked in brains. His low brows, his deep-set eyes that alternately gleamed and glowed cavernously, his loose-lipped mouth, all told a story that is not rare even in the West. The man was a victim of that dread drug that has pulled down so many men. . . . Peyotl! He was as strong as steel yet slackness was apparent, too. It was written all over him. Dustin's great hand snatched at him and almost hurled him into a corner.

"You've been smokin' that damned dope again," he said fiercely. "I've told you a dozen times to lay off it unless you get it from me. I swear to God, Peyotl, some day I'll kill you if you don't obey my orders."

"I been mindin' 'em fer five years now," croaked Peyotl. "What you want, Mist' Dustin?"

"You get packs made up for the mornin'," said Dustin. "I'm goin' into the hills for a few days and you're to go along. Just you and me and old man Kane. Get two pack-ponies, too. . . . No. Better use old man Kane's burros. They're pretty slow but they pack better and they know the trail, too. Use the pack-burros. Understand?"

Peyotl nodded wordlessly and disappeared, and Dustin stared after him as he slunk out of the room.

There is no other word to adequately express it; he simply faded away as a coyote merges into the shadows of the desert.

For more than five years Peyotl had been a fixture at the Broken Spur. Where he originally came from no one knew or cared. The bunk-house accepted him as it accepted lice or sand-burrs in their blankets: as something to get rid of as soon as possible. Whatever he had ever had of brains had long ago been sapped by the use of that fatal drug that he had smoked for years, even before he came to Seco. From time to time Dustin gave him a few cigarettes from a sardonic wish to see how like a man can be to a beast. . . . And he saw! All that Peyotl knew was that he liked the stuff. . . .

The drug that the wise old Spaniards conquistadores forbade to the Indian slaves because, under its influence, they would neither work nor toil. After years of its use there remained to Peyotl the gift of speech that alone, with laughter, separates man from beast. Peyotl had not laughed for many years and he spoke but seldom. When that stuff was obtainable he was useless.

Dustin watched him shamble from the room and sat back frowning. He had spent hours over the plan that he had formulated and he did not propose now to take any chances with it. To insure it, he hunted up old Dad Kane in the bunk-house and

told him to be ready to start at daylight. His argument quieted him.

"We've simply got to have that claim staked out so we can register it all right," he said. "You're right about the minin' law. The first man on a lode can follow it. Once you're on the vein even old Joe Carr can't stop you."

Spike Goddard was on hand on the porch at the first light to see them off. Even Dustin, rarely given to laughing, grinned a little as his partner heaved an old boot after them.

The uprushing sun found them at the Willow Water crossing and noon caught them at the edge of the long mesa where the true foot-hills begin. Old Kane, in the lead, was dour and silent, urging on his packed burro that kept them at a slow walk most of the day. He rode wordlessly and paid no attention to Dustin. Peyotl, busy too with the burros, paid no attention so Dustin had time for his own thoughts.

Those thoughts were not pleasant. Dustin was a curious character. Under kinder stars he might have developed into a really fine man but Fate, that plays her hand with a hidden grin on her mouth, had dealt Sam Dustin a hand that he had to play. Undoubtedly the old Greek tragedians were right when they wrote that a man may not escape his fate. It is written and having been written no man may erase or alter it. Sam Dustin, endowed by Nature with the physical parts of a man, was handicapped by having been denied their proper use.

In spite of the casual way he told his plan to Spike Goddard, his mind was in a whirl as he rode across the sandy foot-hills below the Broken Water canon. To remark casually that a man must be removed is one thing; to effect that removal is another. From time to time his eyes strayed to Peyotl for, after all, Peyotl was the key to his plan.

(To Be Continued)

Made Himself Popular

Man Pleased Children By Building Modern Doll-House

Simon S. Rabinovitz was about the most popular man with the children in Roxbury, Mass., after he had built a 12-foot doll house for his granddaughter, Dorothy Hyde, 10.

Rabinovitz built the house in six months out of 110 sugar boxes and old lumber that was about his cellar. It is complete with electric lights, hardwood floors, a bed for Dorothy's baby dolls, a roll-top desk, toy telephone, broom, rocking chair, waste basket and a china closet with toy dishes. The house was built at a cost of \$40.

Struck It Rich

Mrs. Charles Palm, a widow with nine children, "struck it rich" on her dry-land farm near Saco, Montana. Geologists seeking sand and gravel to be used in the construction of the gigantic Fort Peck dam, found 1,000,000 cubic yards of it on the Palm homestead, the only available source of supply. Gravel contracts will bring her \$100,000 during the next five years.

THE ROYAL COUPLE HONEYMOONING AT HIMLEY



Our photograph, taken at Himley Hall in Staffordshire, shows the happy royal couple, the Duke and Duchess of Kent, sitting on a stone wall while enjoying a quiet honeymoon. Note the attitude of the faithful police dog, who apparently intends to keep away all intruders.

Your Refrigerator Needs Help

Even in refrigerators foods often lose their original flavor, moisture, or crispness. Complete protection of both flavor and freshness is easily secured by wrapping food in Para-Sani waxed paper. Just tear off what you need against the sharp edge of the box.

For less exacting uses "Centre Pull" Waxed Paper in envelopes is very popular.

Both kinds are sold by grocers, druggists and stationers.

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This Canada Of Ours

Importance Of Dominion Out Of All Proportion To Its Numerical Strength

The men who pioneered this country, who laid the foundation stones for the great Canada of to-day, faced what often seemed to be insuperable difficulties. But they fought through, with the courage traditional in their several races, and they won, leaving for us, eventually, a well-planned nation capable of occupying one of the chief places among the countries of the world.

To-day we are still unimportant from a population standpoint, but the richness and variety of our resources, coupled with the vigor, the courage, the determination, the bravery of our people have lifted us to a position out of all proportion to our numerical strength.

The world has taken notice of Canada in the last two decades and we predict that the world's interest in our country will grow rapidly in the next few years as appreciation of our achievements and our natural resources becomes more general.—Border Cities Star.

THE RHYMING OPTIMIST

By Aline Michaelis

AUTUMN OF LIFE

Into your arms, O, autumn night,
I beg you, gather me,
Teach me the need of each bird's flight
And every leafless tree;
Show why the rose must suffer blight,
Why winter has to be!

O, night, I ask you to reveal
Your secrets to my mind;
There must be truths this hurt to
heal,
Could they but be divined,
And now I strangely seem to feel
That winter may be kind.

Show my rebellious, eager heart,
So tuned to song and flowers,
How cold and silence play their part,
How sleep has, too, its dowers;
Let me forget this ache, this smart
And welcome winter hours!

U.S. Fortifications

May Establish A Naval And Inland Base In Alaska

A move to increase American fortification in the Pacific was described as virtually certain to develop in the United States congress after Japan formally scraps the Washington naval treaty.

A possible naval base and an inland air base in Alaska already are being discussed on Capitol Hill. Anthony J. Dimand, Alaska Democratic delegate to congress, said both Alaska and the coast states, and perhaps Canada, would welcome stronger fortifications, also in Hawaii and other Pacific possessions.

Compared with 1933, the number of horses in Canada declined in 1934, Nova Scotia alone showing a slight increase.

The University of Michigan reports that rats, as well as human beings, are either right-handed or left-handed.

Little Helps For This Week

"Thou shalt worship the Lord thy God, and Him only shalt thou serve." Matthew 4:10.

The comfort of a mind at rest.
From every care Thou hast not
blest;

A heart from all the world set
free,
To worship and to wait on Thee.

Resign every forbidden joy: restrain every wish that is not referred to His will; banish all eager desires and anxiety. Desire only the will of God, seek Him alone, and thou shalt find peace.

I have been a great deal happier since I have given up thinking of what's easy and pleasant, and being discontented because I cannot have my own will. Our life is determined for us, and it makes the mind very free when we give up wishing, and on'y think of bearing what is laid upon us, and doing what is given us to do.—George Eliot.

New Revelation In Science

Microbes Carried Across Atlantic By Winds Of The Upper Air

Col. Charles A. Lindbergh was revealed recently as a new pioneer in science—the first man to gather proof that microscopic bacteria, fungus spores and pollens, including some diseases, are carried all the way across the north Atlantic by winds of the upper air.

The flyer collected these tiny forms of life at many points right over northern waters during the flight he and Mrs. Lindbergh made across the north Atlantic in the summer of 1933.

The discovery by Col. Lindbergh is believed by scientists to be of great importance in showing how both disease organisms and others that are beneficial can be transported alive over long distance by air currents high above the ground barriers.

Among the organisms Col. Lindbergh collected were: Several kinds of fungi which cause rust and smut diseases of crops; others that cause early blight of potatoes and apple scab and other blights that attack crops, and several that cause decay of wood. Many others were found that have not yet been identified.

Longest Straight Railroad

On the great flat plain of Nullarbor, in Western and South Australia, about 100 miles inland from the southern coast, lies the longest straight railroad in the world. This line connecting the east and the west of the continent, runs 300 miles through grazing lands without a single curve. From Kalgoorlie to Port Augusta it stretches more than 1,000 miles without crossing a river.

An American film actress was applying for a passport.

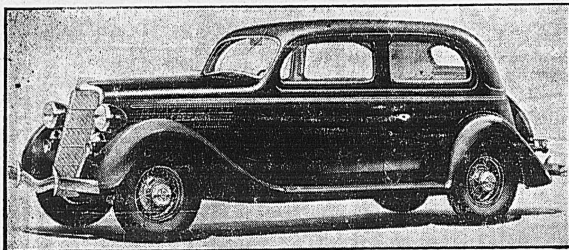
"Unmarried?" she was asked.

"Occasionally," she answered.

Balboa park, San Diego, Calif., has an artificial cliff home for its mountain goats.

Not all of us first met our wives, some of us were overtaken.

New Body Lines and More Room in 1935 Ford V-8



THE largest and roomiest cars Ford has ever built, with new body lines of advanced streamline design, are illustrated above in this Ford V-8 de luxe Tudor sedan for 1935. Sedans seat six passengers in comfort. Luxurious appointments are new. The eleven body types are all finished in new baked enamel which is said to need only washing to restore its high lustre. Cars are approximately eight inches longer from bumper to bumper and seats are wider. Chassis improvements, including moving the engine forward more than eight inches and new spring suspension, add to riding comfort, especially of rear seat passengers. Directed-flow crankcase ventilation is an improvement of the 90 horsepower V-8 engine.

DRUGS

Asperin 100s
per bottle .69s
Kotex box .23s
C. B. Q. Tablets .23s
Tastless Extract of Cod
Liver large bottle .95c
Phillips, Milk of
Magnesia .50c

Peanut Butter 2 lbs .25c
Robin Hood Rolled Oats,
Chinaware .29c Non-premium .20c
Wheatlets, 6 lbs .25c
Jap Oranges per box .98c
Tea per lb. .38c Oxydol .19c
Lemons per dozen .35c

CHINOOK TRADING CO.

Canada Makes Progress Says Beatty

C.P.R. President Reviews Past Year and Finds Evidence of Permanent Economic Improvement in Advances so far made—Predicts Canadian Wheat as Best in the World will find Steady Market.

THE course of our recovery from the economic catastrophe which swept over the world in 1929 and 1930 has been markedly different from that of any of the previous cases of business expansion in this country. This time we seem to be experiencing a process of slow rebuilding, and, as far as I can see, one of permanent re-adjustment of our economic activities to conditions which have radically and permanently changed. What we are today experiencing is a process of steady, and I hope permanent, growth. This to my mind would be an entirely normal result of the causes which led to the great collapse of Canadian business. The boom conditions which are observable a greater willingness on the part of the public to enter upon an unprejudiced consideration of the case, and even among those classes whose interests might at first glance seem to be threatened by any such proposal, I discover a growing desire to examine their possibilities and to find out if they really are as dangerous as those who are rushing into print to attack them would seem to believe. This is all to the good. If unified management will not stand up under the most searching criticism, obviously, it should not go forward. But the criticism should be fair and honest and it should be based upon a fairly sound understanding of railway economics and not upon personal interest or prejudice. I say nothing less than the truth when I affirm that most of the criticism that has come so far will not stand up before any one or even two or three of the specialists. I shall not further deal with the matter here, except to say that I can see no other way than unified railway management in which the country can put a stop to the continual cumulative wastage of vast sums of money and can safeguard the future of both railways while adequately preserving the property rights of the Canadian people in the Canadian National, and those of the shareholders of the Canadian Pacific. In a word this is my proposal for unified management—it is a partnership between public ownership and private ownership with the added advantage of private operation free from political control.

R. W. BEATTY, K.C.
Chairman and President
Canadian Pacific Ry.

Nothing is more important in our economic life than our great exporting industries. In the case of wheat I have never accepted the alarmist views which have been freely expressed. The world surplus stocks, produced partly by active encouragement of production in many importing countries, and partly by a series of unusually favourable seasons in Europe, seem to be needed to ease the marked shrinkage in production in 1934. While complete recovery of world commerce in wheat must depend on some limitation of adverse economic conditions, on greater stability of monetary exchange, and on increase in the total volume of other forms of world commerce, I see no reason to believe that Canadian wheat, the best in the world, sold at fair prices, will not find a steady market.

Other primary products, such as minerals, lumber, and bacon are being exported in increased volume and at better prices, largely owing to the Imperial trade agreements of 1932, and the new pulp industry shows clear sign of recovery. It is to be regretted that the past few years have seen further increase in the debt of the Dominion, the Provinces and many municipalities. This is our only liability debt has been incurred for purposes obviously legitimate as part of the ordinary government of the country, but much has resulted from experiments in the

direction of governmental participation in business. Regrettably as is the loss occasioned by errors on the part of private enterprise, this type of loss is corrected by a reduction in the income and capital holdings of those who finance the enterprises. An unwelcome investment by a public body means a permanent charge on the tax-payers. I recommend this thought to those who believe that further expansion of governmental activities is the best method of protecting the ordinary citizen from exploitation by capitalists. In actual fact the safest of all for great capitalists is to present to buy securities issued by public bodies and to leave the chance of loss to be carried by the mind would be.

Throughout the past year the matter of the country's railway problem has received an increasing amount of public attention, and I am convinced that proposals for its solution along the lines of unified management for the two great companies have made decided progress. In all directions there is observable a greater willingness on the part of the public to enter upon an unprejudiced consideration of the case, and even among those classes whose interests might at first glance seem to be threatened by any such proposal, I discover a growing desire to examine their possibilities and to find out if they really are as dangerous as those who are rushing into print to attack them would seem to believe. This is all to the good. If unified management will not stand up under the most searching criticism, obviously, it should not go forward. But the criticism should be fair and honest and it should be based upon a fairly sound understanding of railway economics and not upon personal interest or prejudice. I say nothing less than the truth when I affirm that most of the criticism that has come so far will not stand up before any one or even two or three of the specialists. I shall not further deal with the matter here, except to say that I can see no other way than unified railway management in which the country can put a stop to the continual cumulative wastage of vast sums of money and can safeguard the future of both railways while adequately preserving the property rights of the Canadian people in the Canadian National, and those of the shareholders of the Canadian Pacific. In a word this is my proposal for unified management—it is a partnership between public ownership and private ownership with the added advantage of private operation free from political control.

Both Canadian Railway systems as well as the railways of almost every modern nation, have suffered to some extent from the growth of highway transportation. The general use of privately owned motor cars, and an increasing amount of pleasure driving in private automobiles, have led to the construction of a great network of modern highways,

which in turn have been used as the right of way for a great number of freight vehicles. To a great extent the operations of these vehicles and their policy in setting their charges, have not been subjected to the same close supervision which public authorities have long given to railway operations and tariffs. In this case also public opinion is pressing for better handling of the situation. The railways do not question the advisability of building good roads, or of permitting them to be used for commercial transportation, but the perfection of it for present attempts to protect control of this operation will, in my opinion, return to the railways at least some of the business taken from them by highway transport and place both highway and rail transportation on a sounder basis.

It is also interesting to note a growing public sentiment in the direction of demanding some contribution to the upkeep of our great and costly inland waterway system from those who use them—especially in the case of ships of foreign registry. With every correction of these special cases of unfair competition, the Company must depend chiefly for a restoration of its normal business on a recovery of Canadian prosperity in general. The outlook in that respect is comforting. The very careful studies prepared by the Dominion Bureau of Statistics indicate a condition far from as alarming as some authorities would make it to appear. In this great and scantily populated country we should not, however, be talking only of recovery. Canada should look forward to expansion in every direction. To my mind the policies needed to insure this are very simple. I should list them as: scrupulous care to prevent the debts of public bodies and resulting destructive taxation from any further increase; concentration of our efforts both in public policy and private business policies looking to increase the population of Canada—especially in the agricultural areas; and, as I have repeatedly said, an immediate correction of the burdensome and costly duplication of transportation facilities.

It appears to me that we can look back on 1934 with some contentment, as a year during which we found that the world was not ending, and that by industry and thrift nations and individuals could still prosper. What interests me more is that I believe we can look forward to 1935 and successive years with confidence that under Providence we shall see in them a period when Canada will revive that faith in her future which too many of us seemed to lose, and that we shall again come to realize that all that we wanted to set this country on a forward path of progress are such simple virtues as energy, honesty, and ordinary common sense.

News Flashes

Mr. and Mrs. W. Isbister spent New Years Day with Mr. and Mrs. J. C. Turple.

Mr. and Mrs. W. S. Lee were guests at the Robinson home on New Years Day.

Jim Aitken spent New Years Day at Youngstown.

Miss Clara Anderson returned to her school near Oyen, Tuesday night.

Quite a number of Chinook people attended the dance at Youngstown, New Years Eve.

The Friendly Circle will meet Wednesday January 9th at the home of Mrs. Todd.

The Curler's Annual Ball, held on Friday evening in the hotel was well attended. Everybody had a good time, and it was also a success financially.

Mr. A. V. Youell, with his sons Leonard and Billy, spent New Years Day with Mr. Youell's parents at Harris, Sask.

E. Bredin and Vincent Ride out left for Edmonton on Tuesday night, where they will resume their studies.

Mrs. J. C. Bayley returned to her home at Laughlin Tuesday night, after visiting with her daughter, Mrs. E. C. Pfeiffer during the holidays.

Miss H. MacManus returned from Calgary Wednesday.

Misses R. Jensen and K. Kain returned to Chinook Wednesday night.

Miss Marjorie Tompkins left Tuesday for Camrose.

The Ladies Card Club will meet Tuesday January 8th at the home of Mrs. Todd.

Mr. and Mrs. R. J. Milligan visited this week with Mr. and Mrs. J. Peyton.

THE CHINOOK ADVANCE

Published by Mrs. M. C. Nicholson every Thursday afternoon from The Advance Building, Main Street, Chinook, Alberta, and entered in the postoffice as second class mail matter. All letters addressed to the editor for insertion in The Advance, must be signed to show bona fides of the writer. Publication in all cases is subject to the judgment of the Publisher. We do not necessarily coincide with views expressed. The subscription rates to The Advance are \$1.50 per annum in Canada and \$2.00 outside of Canada.

The transient advertising rates in the Advance are—display, 40c per inch for first week and 30c for each succeeding week, providing no change is made. For heavy composition an extra charge is made for first week. Reading notices, 10c per count line. Legal advertising, 15c per count line for first week and 10c for each succeeding week. Cards of thanks, \$1.00.

SMALL ADVERTISEMENTS

Advertisements under this heading are charged at the rate of 50c for 15 words or less per week, with 10c for each additional 5 words. Three weeks for the price of two.

Public Notice

The Annual Meeting of the Ratepayers of Chinook Consolidated S. D. No. 16 will be held in the school on Saturday, January 12th, at 1.30 p. m. for the purpose of discussing the affairs of the district and for electing the necessary trustees for the year.

Signed
Lorne Proudfoot,
Secretary

School started today after being closed during the Xmas holidays.

Deputy Minister of Trade and Industry. Creation of the new department of trade and industry of the provincial government, proclamation of the act passed at last session, and the naming of Hon. Geo. Hoadley as minister in charge, with William Anderson, as deputy, was announced by Premier Reid on Saturday last. To relieve Mr. Hoadley of some of his other duties, the irrigation branch will be transferred to the department of agriculture.

The government does not propose to initiate any "code" for industry under the new act, until a thorough survey of the industrial situation of the province has been made by the new deputy. No policies will be announced respecting the enforcement of the provisions of the act in this respect until such survey is made.

One of the important phases of the work of the new department will be the survey and development of the natural resources of the province, and considerable attention will be paid to the expansion of the work already done along these lines.

William Anderson, the new deputy, has been manager of the Hayward Lumber Co., Edmonton, for a number of years, and for over a quarter of a century has been in business in Alberta, having come here as a youth in 1906. He was engaged in the coal business in Southern Alberta, and during the war was overseas as an officer of the C.M.F.S.



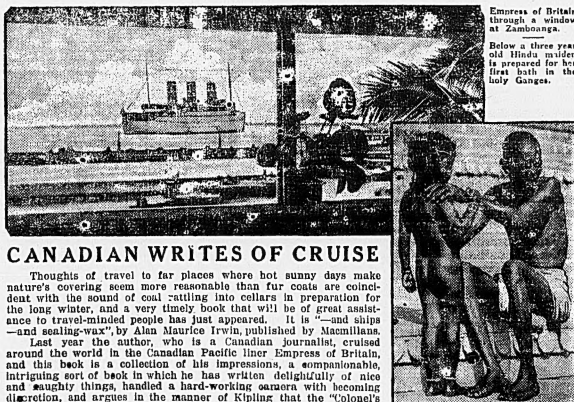
CHINOOK CATHOLIC CHURCH
Service Second Sunday Every Month,
Mass at 9 a.m.

CHINOOK MARKET PRICES

WHEAT	
1 Northern	54 1/2
2 Northern	54 1/2
3 Northern	54
No. 4	48
No. 5	46 1/2
No. 6	46 1/2
Feed	45 1/2
OATS	
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Feed	24

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CANADIAN WRITES OF CRUISE

Thoughts of travel to far places where hot sunny days make nature's covering seem more reasonable than fur coats are coincident with the sound of cat-calling into cellars in preparation for the long winter, and a very timely book that will be of great assistance to travel-minded people has just appeared. It is "—and ships— and sailing-wax", by Alan Maurice Irwin, published by Macmillans. Last year the author, who is a Canadian journalist, cruised around the world in the Canadian Pacific liner Empress of Britain, and this book is a collection of his impressions, a companionable, intriguing sort of book in which he has written delightfully of nice and seamy things, handled a hard-working camera with becoming discretion, and argues in the manner of Kipling that the "Colonial" lady and lady O'Grady are sisters under the skin.

India, a country that has suffered much at the hands of those whose trade is writing, comes in for some rather rakish doinking; tropic nights and tropical seas come in for some rather good descriptions. Simple, homely adventures amongst the simple, homely people of Bali develop the amusing knowledge that the women of this modern Eden are very interested in step-ins and other alien things.

S. Morgan-Powell, noted literary critic of the Montreal Star, writing of "—and ships— and sailing-wax", says: "Mr. Irwin has the light, whimsical touch which is so rare in such a record as this, since it enabled him not only to remember what is vivid but to forget what is not worthy of remembrance." It also provides a most attractive medium by which to stimulate the interest of those who have hitherto been compelled for one reason or another, to enjoy their travels alone very vicariously. On January 16 the Empress of Britain sets out again on her cruise around the world, visiting the ports that provided the copy for "—and ships— and sailing-wax". Her 400 passengers will see the scenes described in the book, experience encounters similar to those recorded by the author, and during the 110 days they are away, will call at 32 ports in 24 different countries.

For those who do not make a cruise this reviewer recommends "—and ships— and sailing-wax", to those who do it is a practical text book.

Empress of Britain
through a window
at Zambanga.
Below a three year
old Hindu maiden
is prepared for her
first bath in the
July Ganges.